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General Headquarters, Washington, D. C.

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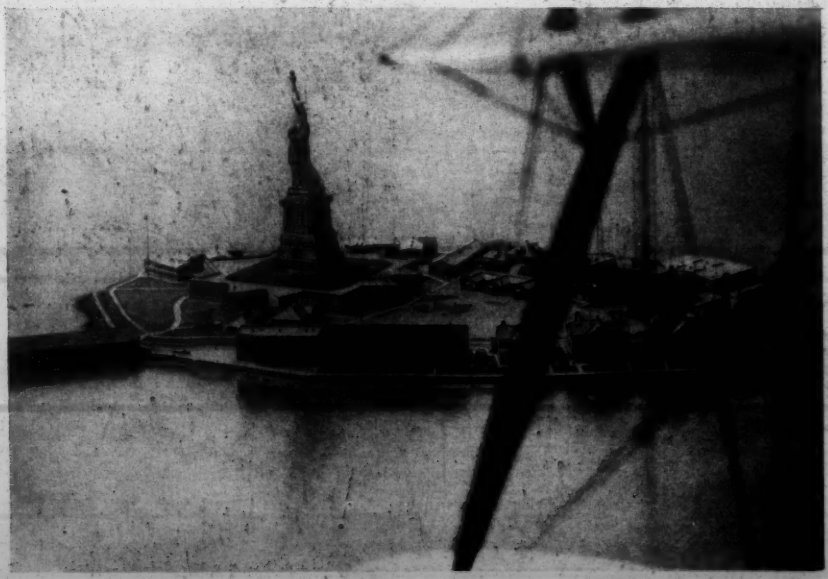

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A NEW NATIONAL MONUMENT

(See Bulletin No. 2)

HOW TO OBTAIN THE BULLETIN

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Nicaragua: Living Up to Her Geography

NICARAGUA'S election is over and the United States is withdrawing her marines sent there on invitation during this period of stress. Nicaragua's effort to conduct her presidential election without disorders indicates that she is trying to live up to the golden promise of her geography.

Nicaragua is the largest of the Central American republics; many acclaim it the most beautiful. It has vast forests of precious woods, untold resources of valuable minerals and soil so fertile that it has been said, "If you tickle the ground with a hoe it smiles back with a yam."

There is a darker side—no region of its size anywhere in the world has been so beset by revolutions and volcanic eruptions. After a century of almost perpetual civil war Nicaragua has settled down to comparative peace in recent years and already has begun to reap the dividends in amazing progress toward prosperity.

Nicaragua's East Coast Back Yard

The country is about the area of New York State and its total population is only a little larger than that of Buffalo. It has two mountain ridges which enclose the "Great Lakes of Central America," Lakes Nicaragua and Managua.

A glance at a Central America map tells the story of Nicaragua's backwardness in bygone years. Costa Rica, to the south, and Honduras, to the north, are accessible from the Atlantic Ocean; all of Nicaragua's important cities are on the Pacific side of her coastal mountains. To the east of the mountains lie her lakes, and she presents to the Caribbean a very unattractive "back yard," with the world's worst real estate sign, the Mosquito Coast.

To-day, with Los Angeles, San Francisco and Seattle to tap her markets, Nicaragua's Pacific frontage is a blessing. But yesterday, when the Atlantic ports of North America and Europe were doing the world's shipping, she was isolated.

An Error That Was Correct

Curiously, too, her Mosquito Coast was appropriately named by error. The appellation was not intended for the insect, which abounds there, but is a corruption of the name of the 6,000 Indians, the Misskits, who survive there.

The country's northernmost Caribbean headland, Cape Gracias a Dios, is a headline of geography. Columbus explored the Central American coast on his last voyage and, cruising east from Cape Honduras, was compelled to take shelter from a storm at a point where the coast abruptly turns to the south. He named the cape "Thanks to God" and took possession of the country for Spain.

That was in 1502. A century before the Mayflower touched at Plymouth Rock, the Spaniards were established along the lake region in far western Nicaragua, despite the unwelcome volcanic outbursts. Especially vigorous was the explosion of Masaya, in 1522. The most sentational single eruption, however, occurred within the century of our day—when Coseguina blew off its head in 1835. For days a black pall obscured the sun, dust blanketed the fields and forests, animals died by the thousands from thirst and hunger.

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A CAPTAIN IN THE MONGOLIAN ARMY

He is wearing his state robes and wooden beads and is ready for attendance upon an outdoor religious ceremony. The chief difference between the garments of the men and the women is that the former gird themselves with a belt. The usual word for woman in Mongolia is "beltless" (see Bulletin No. 5).

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Five New National Monuments

FOR 38 years Liberty looking down on New York harbor must have blushed under the reverent gaze of millions of immigrants. Only a few months ago did she come into her own, officially—she was made a national monument by an executive order of President Coolidge. The order reads that Fort Wood, New York, shall be made a national monument. Fort Wood is no more and no less than the Statue of Liberty Enlightening the World.

In the same order that made the Statue of Liberty what the American people thought she was, four other military reservations or parts of them were set aside as national monuments open to the public. One of these, Fort Marion at St. Augustine, Florida, is well known. The others, Castle Pinckney, Charleston Harbor, South Carolina; Fort Pulaski, near Savannah, Georgia; and Fort Matanzas, near St. Augustine, are less well known.

Matanzas Means "Massacre"

History knits together the stories of Fort Marion and Fort Matanzas, the latter fifteen miles to the south. Don Pedro Menendez, the "adelantado" or governor of Florida, founded St. Augustine in 1565 as a base from which to attack the Huguenot colony at Fort Caroline, fifty miles north. Spain claimed the Huguenots trespassed on their territory. But the Huguenots, French Protestants, who had come for religious freedom like the Pilgrims were to come 65 years later, decided to surprise the Spanish.

Their fleet swooped down on St. Augustine, but a Florida hurricane drove the French vessels on the beach some miles south, wrecking every vessel. After a forced march Menendez captured Fort Caroline. All the defenders were killed and the women and children were carried away. Returning to St. Augustine he rushed south to meet the shipwrecked French. They surrendered unconditionally.

Binding the arms of his prisoners Menendez started them in parties toward St. Augustine. Near the site of the new national monument, Fort Matanzas, he placed a file of soldiers. Florida's white sand was stained with the blood of two hundred French that day. Matanzas in Spanish means "massacre."

Fruits That Make Florida Famous

One hundred and fifty French in a second party farther down the coast, refusing to trust Menendez, vanished into the swamps and disappeared forever. Two years later De Gourgues, a French gallant, descended on the Spanish settlements on the St. John's River, taking revenge in kind, but Fort Marion was too strong even then for him to attack.

Under the protection of the walls of Fort Marion, first known as San Juan de Pinos and later as St. Mark, the Spanish introduced into America limes, lemons, citrons and China and Seville oranges. While these fruits, which were to make Florida famous, were prospering in St. Augustine sands, another innovation was destined to bring woe to America. Menendez brought the first African slaves to American shores.

Discovery of coquina, a soft shell and coral stone, near St. Augustine, about 1570 led to the replacement of the wooden structure with the material a visitor

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Bananas and a Fruit Song

Tradition says that it was into the crater of the above-mentioned Masaya that Friar Blas, of Castile, lowered a bucket in 1534 in the hope of drawing up molten gold. When it touched the lava the bucket melted and the good friar wrote home, "One cannot behold the volcano without fear, admiration, and repentance of his sins; for it can be surpassed only by eternal fire."

At the foot of Mount Masaya is a lake of that name, and near the lake is the little town of Masaya. Were it not so remote one might suspect the writer of a recently popular American song had in mind the cry of the women fruit vendors who drone:

"I have oranges, papayas, jocotes,
Melons of water, of gold, and zapotes,
Will you buy?"

Nicaragua has bananas—she exports between a million and two million dollars' worth yearly. Only one other crop nets her more and that is coffee.

Bulletin No. 1, March 2, 1925.

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AUTOMOBILING ACROSS THE SAHARA

Caterpillar tractors made the 2,000-mile trip from Algeria to Timbuktu. Plans have been under consideration to establish regular passenger and freight service by tractor between the Mediterranean coast and France's possessions along the Niger (see Bulletin No. 4).

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Carlsbad Cavern: The World's Most Beautiful Cave

THAT the limestone hills of Kentucky hold not only Mammoth Cave, but are honeycombed with cavities was brought out in recent news. Kentucky is one of a number of parts of the United States where caverns are found, notably Virginia and southern New Mexico. The latter district has the most beautiful cave in the world, Carlsbad Cavern.

It is this cave which President Coolidge set aside as a National Monument. The entrance is 30 miles northwest of Carlsbad, New Mexico. It consists of a large hole, 100 feet or more across, from which the rocks have fallen into the cavern below, a distance of about 170 feet. This opening widens downward, somewhat like an inverted funnel.

This natural opening is used by the bats. At dusk each evening they begin to leave the cave for their night at foraging. For about three hours the winged stream resembles smoke pouring from a smokestack.

Getting "Cave Eyes"

On reaching the bottom some time is devoted to getting "cave eyes" and to preparing the torches which are to furnish light on the subterranean journey.

For some distance the route is not difficult, but the pathway is rough, for the lower part of the cave is filled with angular blocks of rock fallen from the walls and ceiling. The thickness of this debris is not known, but in some places, where the blocks are large and the spaces between them open, men are said to have made their way downward 200 or 300 feet below the present floor.

About half a mile from the foot of the shaft, one enters the part of the cave reserved as a national monument and soon passes beneath the natural opening. This opening, far above, which seems so awesome at the surface, appears from the floor of the spacious cavern like a small and inconspicuous aperture.

Names Taken From Navajo Mythology

At the foot of a great heap of rocks, 700 feet below the surface at the entrance, is one of the spectacular parts of Carlsbad Cavern. Three large chambers here open off the main hall. The largest may be called Shinav's Wigwam in honor of the kingly warrior of Navajo mythology. Because of its size and the glory of its decoration, this great chamber may appropriately be likened to the glorified wigwam of the great wolf god Shinav, who in battle used petrified trees for arrows.

The third and smallest of the three rooms is circular in outline and is 160 feet long by 140 feet wide. The middle room is about three times this size and the first one much larger.

The most spectacular part of the cave is the Big Room. It is more than half a mile in length and will probably average many hundreds of feet in width. The sides recede in places to such great distances that lights fail to illumine the walls. Side trips reveal alcoves uninterrupted for hundreds of feet, but none of these has been thoroughly explored.

Find Human Bones In Cavern

The Big Room is probably as remarkable for ornate decoration as it is for size. Dripstone decorations occur in infinite variety of size and shape. There

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sees to-day. Old Fort Matanzas is coquina also. Thirty million dollars is the reported cost of Fort Marion. When King Ferdinand IV heard this he exclaimed, "What! Is this fort built of silver dollars?"

Fort Pulaski and Rifled Cannon

To-day the War Department keeps both forts in repair. Fort Marion has battlements wide enough for an automobile drive. Its angled bastions and capsule-shaped sentry towers, overlooking a grassy moat, complete a picture of Old Spain.

Fort Pulaski is located on the sea end of a sand bar dividing the mouth of the Savannah River. It was named in honor of the Polish hero of the American Revolution, who was killed before Savannah. Built on the site of Revolutionary Fort Greene, which was destroyed by a hurricane, Fort Pulaski was taken over by Southern troops at the beginning of the Civil War. Union troops attacking Savannah brought up some of the first rifled cannon ever made and demanded the fort's surrender. The Confederate commander replied, "I have been sent here to fight, not surrender." Despite a gallant defense the rifled cannon pounded out a military lesson that scrapped most of the world's forts.

Fort Moultrie, that beat off a British fleet in 1776, and Fort Sumter, the Civil War's Serajevo, are twin guards to Charleston harbor. These two forts are still in active use, so Castle Pinckney, an unused fort on Shutes' Folly Island, has been named a national monument for Charleston harbor. It is opposite the point where batteries first poured shot into Sumter. Union forces used Castle Pinckney in their final attack on Charleston. It was in this harbor that the first submarine, run by steam, torpedoed a ship during the Civil War, but went to the bottom with its victim. Castle Pinckney also saw one of the first attacks of an armored fleet on forts.

First Lady of American History

Bedloe's Island provides the footstool for Liberty. It has had a more peaceful history. France's gift of 1876 on the centenary of the Declaration of Independence raised this two-and-a-half-acre oyster island of New Amsterdam to eternal fame. The Colossus of Rhodes in Asia Minor was one of the seven wonders of the world. Yet Liberty Enlightening the World, rising 131 feet above her pedestal, is 26 feet loftier than the reported height of the fallen wonder of the Near East. The American people immediately accepted Liberty with fervor and enshrined her as First Lady of American History.

Bulletin No. 2, March 2, 1925.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETIN were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

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National Geographic Society,
Washington, D. C.

Kindly send.....copies of the GEOGRAPHIC NEWS BULLETIN for the school year beginning with the issue of....., for classroom use, to

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Address for sending Bulletins.....

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I am a teacher in.....school.....grade.

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Driving Your Own Automobile in Europe

SEEING England by paddling a Canadian canoe, touring Holland in a canal boat, and more recently, viewing the continent from the air afford new thrills—and so did the novel adventure of a Washington man who drove his own automobile through London and continental cities.

Dr. David Fairchild, famous plant explorer, writes to the National Geographic Society of his experiences amid new traffic conditions, ranging from horse dray and pushcart obstructions to a congestion of bicycle riders, as follows:

"Well, I should say the way to have experiences in Europe is to come over in your own hand-driven car, leaving every vestige of a professional chauffeur behind, and poke around through the narrow streets and the beautiful highways of these remarkable countries.

Atlantic Auto Number 140

"It was something of an accident which landed us in Europe with the 140th automobile to cross the Atlantic this year. It was my stubborn disbelief in the information I got, which varied from the statement that it was just as expensive to travel in Europe as it is in America, to the discouraging one that it would be difficult to drive in London because they drive to the left there and the streets are so congested that a man cannot drive for himself at all.

London Travels at Pushcart Rate

"I can find my way all over London, and my 'system' is as simple as A B C. I get the best map possible and place my son on the front seat and he calls out the streets and unless we get started wrong we go right through the narrowest streets and alleys of that great jumbled up thing called London.

"This going around in London is time-robbing business, for the traffic is simply chaotic because there are no broad avenues and because into the Strand and Piccadilly and Oxford Street the pushcart, and dray, and bus, and even the baby carriage traffic debouches from all the side streets until for miles the traffic moves, in the late afternoon, at a snail's pace. At first I thought it was like it is in New York but it is very different, for the rate of travel is that of the small pushcart when the street is crowded. How on earth London can hold her own in commerce without doing something to speed up the exchange of information and the transfer of people is beyond my comprehension.

Where There Are No Bad Roads

"In respect to this exchange of people, Paris is far ahead of London, for its avenues are broad and its traffic, instead of being so largely in the hands of the horse dray and the pushcart is, so to say, on rubber tires. I felt in London all the time as if the general public which 'jay walked' all over the place rather resented the idea that I had a car and was taking up more room than they were on foot. There were not really any who scowled at me but I had an uncomfortable feeling of riding down people wherever I went.

"I wandered in and out of the tiny little streets and got an idea of London

are thousands of pendants, some so delicate and slender that they break under the slightest pressure; some so massive that one marvels that the enormous weight is sustained.

The stalagmites, rising from the floor like monuments in a churchyard, are no less varied. One group, in which the forms are unusually tall and graceful, has been called the Totem Poles. Some, only a few feet in diameter, rise to an estimated height of 50 feet.

That the huge Carlsbad Cavern was known to the early inhabitants of America is proved by a skull and other human bones, fragments of matting, and wooden implements found by Dr. Willis T. Lee, leader of the National Geographic Society expedition which explored the Caverns. Experts find that the skull differs from that of a Pueblo Indian and resembles the skulls of the Cliff Dwellers. The bones were identified as those of a man and a woman.

May Have Been Used For Grave

The matting from the caves consists of well-woven strings and has the appearance of being Indian-made.

The specialists who examined the fragments point out that the occurrence of such material in the Caverns does not prove that they were inhabited, since it was customary, even with some nomadic peoples, to lay away the dead in caves. Such natural shelters also were used by early men as temporary camping places.

Bulletin No. 3, March 2, 1925.

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NICARAGUAN WOMEN ASSORTING COFFEE

Coffee is one of the chief products of Nicaragua. Its only good ports are on the Pacific and therefore the Panama Canal has been a great factor in bringing Nicaraguan products and Nicaragua to the front (see Bulletin No. 1).

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Fashion Tweaks Geography's Nose

ANOTHER pet theory must be consigned to the rag-bag along with grandmother's black bombazine. Just because Chicago's winter slush originated the unfastened galoshes, or the water-logged marshes of Holland made Dutchmen take to wooden shoes, not all clothes arose from the necessity of protection against the weather.

In fact, fashion has nearly always defied geography. Clothes were first worn in warm and semi-tropical countries.

Man first adorned himself in garments to parade his position or rank before less fortunate individuals. Conceptions of modesty came along later with more highly civilized conditions.

With the donning of many garments to show rank there also grew up the idea of adapting the garments to the materials readily available. The Turkoman, for instance, probably likes his tall, shaggy, sheepskin shako, but he also wears this variety of hat because it is one which the great plains of Russian Central Asia easily afford.

Shift "Coat" With the Wind

Current history nearly always has influenced the ornamentation of costume, as typified by the sphinx-caps worn by the later Egyptians and the Tutankhamen and mah-jong dresses in vogue within the last year or two.

From a scientific standpoint, however, clothing and ornamentation of the body were the same in the beginning. Climate, during civilized times, has had a marked influence on determining the weight and warmth of the clothing worn in various localities, but we have one marked example to-day of the fact that climate and geography were not the determining factors in the evolution of dress. The Arabs, who live within or in the immediate vicinity of the Torrid Zone, swath themselves in heavy flowing garments while the inhabitants of Tierra del Fuego, where the climate is cold, rainy and disagreeable, attach by cords across their bodies the skin of an animal which they shift from one side to the other with the direction of the wind.

In the early days when quantity of clothes meant rank and style, the desire "to keep up with the Joneses" probably led some individuals to wear so many garments that they were weakening and deteriorating, for Croesus, who was the Rockefeller of his day, wrote at length to his friend Cyrus the Great of Persia on the vice which was overtaking some of his acquaintances.

Greeks and Romans Copied Barbarians' Trousers

One student of costumes of all ages has cleverly divided the development of clothing into two classes—the tropical, based on the girdle, and the Arctic, based on the trouser, but even these divisions have their complexities, for the trouser may have been a downward development of the waistband. The Greeks and Romans found that the northern barbarians against whom they fought wore trousers. It immediately became a new item which they added to their fashion notes.

But the girdle-trouser classification has some other confusing points—both

which it is impossible to get without a car of your own. London has a terrible traffic problem to face. She must either give up the idea of speeding up her commerce or broaden scores of streets and run through avenues somewhere.

"In Holland there still are so few automobiles that there is not yet any problem of traffic. You travel solitary and alone over roads which were built centuries ago and you come after a while to discount every derogatory remark of the inhabitant regarding the bad roads of his country. There simply are no bad roads, in an American sense, in this part of Europe.

Bicycles Stop the Traffic

"Years ago a Dutch friend of mine who was in Johns Hopkins as professor predicted that the bicycle would disappear because it was only a fad. Imagine my surprise to find bicycles in his country in such quantities that, like locust swarms, they blocked the wheels of traffic. I never saw so many. Every family must have one for each member of it. And they never try to get out of your way at all but take up as much room as they want and crowd you off into the ditch, so to speak. But the streets are so narrow and so crooked that it is impossible to go fast and consequently it is quite as safe driving about as it is to run a machine through a crowded garage. You do it carefully and slowly. I once had to wait for several minutes while a policeman let a stream of bicycles pass by.

Before I came I heard that at each boundary I would have difficulties of all sorts to go through with. This is a mistake. It is about as easy to pass a frontier now in a car as it is to back up to a gas tank and take in ten gallons of gas. You show your *Carnet de Voyage*, the officer writes out a leaflet and the stub and detaches it and bows you through. Not one ugly word or sign of impoliteness have I had shown me either by customs officials, immigration officials, or policemen.

Arrested For Having a Bumper

Even when I was arrested on Piccadilly by two policemen because my car had a bumper and the bumper concealed the license tag and the policemen didn't understand what the bumper was for anyway, I departed with a laugh on their faces when I told them that we had in Washington 104,000 cars with bumpers and that if I had done what they directed me to do—viz, turn right around in a crowded street—in Washington they would have arrested me for that act.

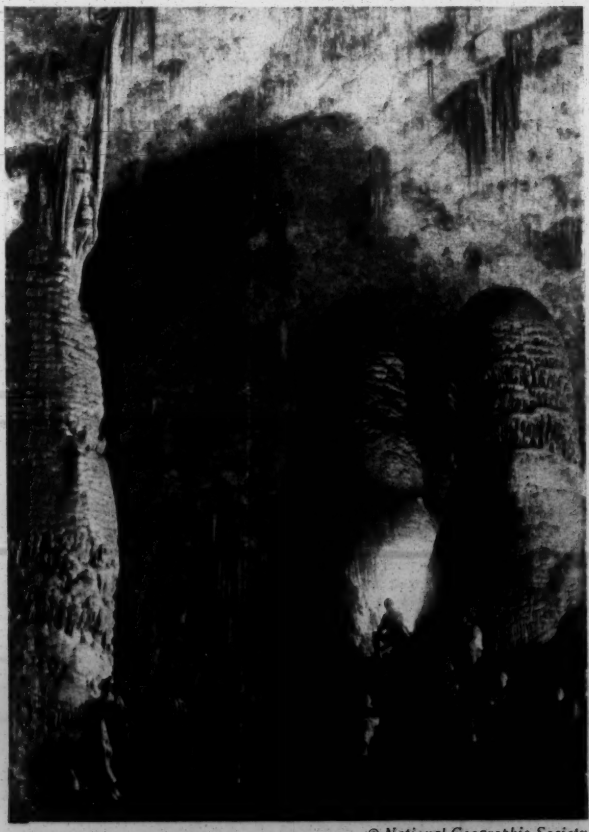
The only real quarrel I have with London is that they will not allow you to park cars on the deserted side streets unless you tip someone to watch the car. I think the idea comes down from the days of horse traffic when the horse might run away. There are a few widely separated parking places designated by the police but utterly useless to one who wants to do any business. And this, mind you, where there are not a small fraction of the cars which we have in our American cities."

the men and women wore them. This is still exemplified in the Eskimo and Chinese trousered women of to-day.

As countries developed and boundary lines became fixed, the national character of the people affected their costume, and we find the Spaniard with a stiff ruff about his neck and broad wings on his doublet, the German with bizarre slashings on his coat and sleeves, the Dutchman in sombre black, and the Venetian in long flowing garments. Out of such human frailties and foibles, mixed with national pride, spiced with climate, and steamed with the imagination of modern modistes, were cooked up the varied and picturesque costumes of the world to-day.

And even the men of America, who profess to dress comfortably to suit the weather, still show one lingering trace of the age-old heedlessness of climate. Though the sun is shining down with its sometime autumn relentlessness and the good straw which has served faithfully is still in its prime, September 15 is Felt-Hat Day. Japanese men are just as bad. Summer comes in Japan on June 1, and on that day regardless of the temperature the Tokyo policeman bursts forth in all the glory of white coat and hat.

Bulletin No. 5, March 2, 1925.



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DOMES IN CARLSBAD CAVERN

The eternal darkness, the Titanic proportions, the unbroken silence never interrupted by roll of thunder or more mundane sounds of the outside world, the equable temperature that defies the season's changes—these are a few conditions which made caves refuges for men in prehistoric time (see No. 3).